AFFAIRS OF THE RAILWAYS.

The Volume of Business Satisfactory.

A glance at the weekly statement will show that nearly all Indianapolis roads are now doing a heavier business than at the corresponding time last year, and as cars are becoming more plenty with some of the roads, through the present month a heavy traffic is looked for, unless the weather should become more unfavorable. Eastbound the movement with nearly all the lines was, last week, in excess of the week ending Jan. 5, 1889. There is a heavier movement of grain, lumber, cotton and live stock than at the corresponding period last year. The Big Four lines are more than making up the decreased movement with the Vandalia and the Penusylvania lines, as compared with last year. The Lake Erie & Western and the Ohio, Indiana & Western are doing more east-bound business than a year ago. West-bound, as usual after the holidays, the tonuage is light, and is likely to continue so until early February. North-and-south roads are not doing as heavy a through business as two weeks ago, yet it is in excess, south-bound, of that of a year ago. Local business is good with all roads. There is a fair tennage of grain moving, and more coal than at the corresponding period of 1889, and the shipments of live stock are handsomely in excess of those of last year. The shipments of machinery to the South and Southwest, and of furniture, lounges and other goods mannfactured here, to the same points and to the Pacific coast, are heavier than in January last year, and the general situation, aside from the trouble in moving corn, is tavorable to a good business for some time to come. Below is given the number of cars received and forwarded at Indianapolis in the week ending Jan. 4, as compared with the corresponding weeks of 1889 and

Name of Road.	cars, 1890.	Loaded cars, 1889.	cars, 1888.
L., N. A. & C. Air-line	305	234	187
I., D. & W	371	408	324
C., H. &D. (Ind'p'l's div.)	689	522	485
L.E. &W	445	440	351
Vandalia	1,834	2,212	2;176
(L & V	553	467 663	524
Penn. lines J., M. & I	832 374	302	552 162
Colu'b's div.		1,902	1,478
(County off) A Alex		400	
O., L&W. Springrid div.	830	556	
Chi. div		1,944	
C., C., C. Cin. div	2,272		
& St. L St. L. div	1,826		
(Clev.div	2,129	1,598	
Totals	16,596	15,225	14,242
Empty cars	5,022	5,688	
Total movement	21.618	20,913	19,010

Steam-Heating of Trains.

A passenger who was on board the "F. F. V." train which was wrecked on the Chesspeake & Ohio road, on the 28th of December last, states that had that fast train been heated by stoves, as 90 per cent. of the passenger equipment of this country now is, every coach in the train would have doubtless been burned, and the loss of life been frightful. But, fortunately, the train was heated by steam taken from the locomotive, and there was nothing in either of the coaches or sleeping cars which could ignite. Had there been there would have been no means at command to extinguish the flames, and nothing but the trucks of the train would likely have been left. This passenger said that he had become more and more impressed with the imperative necessity of Congress and legislatures tak-ing this matter up, and forcing the roads to take steps at once looking to heating their passenger equipments by safer methods than the stove now so generally in use, and the escape from more serious disaster in the case of the C. & O. led him to believe that heating trains by steam was the best and safest method.

A Gratifying Exhibit.

The Lake Erie & Western management has reason to feel proud of the results of its labors in the year 1889. The volume of business and the earnings exceeding the most sanguine expectations of the friends of the property. The earnings of the road the last week in December were the largest of any week in the year, being \$81,339.21; increase over earnings in the corresponding week of 1888, \$20,051.17. The earnings for the month of December were \$225,162.01; increase over earnings in the corresponding month of 1888, \$22,390.49. The earnings of the year 1889 were \$2,513,978.13; increase over earnings of 1888, \$360,113.59. During the year large improvements were made to the physical condition of the property, and it is stated that the net earnings have been equally satisfactory with the gross earnings.

Traffic Notes. There were transferred over the Belt road, last week, 14,113 cars, against 11,924 cars in the corresponding week of 1889; in crease this year, 2,189 cars.

East-bound traffic over the Cleveland division of the Big Four is at high tide. Last week there were forwarded from here 1.284 loaded cars, against 806 in the corresponding week of 1888.

The business of the Cincinnati division of the Big Four is still heavy. Last week there were forwarded from here 1,209 loaded cars, and brought in here from the East. 1.033 loaded cars. The year opens briskly at the stock

yards. Last week, Belt road engines handled 1,211 car-loads of live stock, against 754 car-loads in the corresponding week last year; merease this year, 457 cars. East-bound traffic over the Peoria division of the Ohio, Indiana & Western was the heaviest in the week ending Jan. 4 of any week in the last eighteen months. The road brought in here from the West 623 loaded cars, and forwarded west but 207 loaded cars.

There is a large movement of empty cars westward. Last week the Bee-line brought west 967 cars; the Ohio, Indiana & Western sent West, over the Peoria di vision, 610 empty cars; the Vandalia 603, and the number was proportionately large on several other lines, the C., St. L. & P. only showing a nearly even movement of loaded cars each way, and handling in both directions but 197 empty cars.

Personal, Local and General Notes. The Lake Shore people have ceased to sell five thousand-mile books until further

J. V. McNeale, auditor of the Indianapolis, Decatur & Western road, is so unwell that he is confined at home.

S. H. Thompson, central passenger agent of the Missouri Pacific, with headquarters at Pittsburg, spent Sunday in the city. E. E. Hoffman is to represent the passenger department of the Missouri Pacific in

the Northwest, with headquarters at Den-In the year 1889 not a passenger, an employe or person stealing a ride was killed on the Cincinnati, Hamilton & Indianapo-

lis road. E. A. Ford, general passenger agent of

the Pennsylvania lines west of Pittsburg. is expected home from the Pacific coast

The health of Oscar Murray, traffic manager of the Big Four, has much improved during his stay South, and he is expected home this week

H. B. Hammond, president of the Indian-apolis, Decatur & Western road, is so ill that he has been confined to his room for a

couple of weeks. Harry Bonn has been appointed general traveling passenger agent of the entire At-

chison, Topeka & Santa Fe system, with headquarters at Chicago. An official circular announces the appointment of W. C. Irwin as chief engineer of

the Big Four system, and Thomas Morris, of Indianapolis, assistant chief engineer. The Erie people are delivering two thou-

sand empty cars to the Ohio, Indiana & Western, to be sent West for loading. The deliveries are made at the rate of one hundred cars a day. C. H. Ketcham, for years the general agent of the West Shore road at Buffalo.

Buffalo division of the West Shore road, vice J. B. Davis, resigned. The Pennsylvania Company is making the experiment of lining the fire-boxes of some of its locomotives with fire-brick. It is beleived that this will lessen the con-

has been appointed superintendent of the

sumption of coal, so much better will fire-brick hold heat than steel, with which the engine fire-boxes are now lined.

R. B. F. Peirce, general solicitor of the Indianapolis, Decatur & Western road, left for New York last night, where he goes for a conference with the reorganization committee of the road.

Edward Miller, the Vandalia engineer who was injured so severely in a wreck a few months ago, is about again, but will be crippled for life. He expects to be able to go on to the footboard again in a few weeks.

The stockholders of the Pittsburg & Virginia railroad have elected ex-Gov. Fitz-hugh Lee president. This line will con-nect the ore-beds of Virginia with the furnaces of Pittsburg. It will be built at

In the year 1889 the railroads and the lake craft bandled at Buffalo, N. Y., 118,273,430 bushels of grain, the largest business in the history of the roads and lakes, exceeding the phenomenal trade of 1880 by over 6,000,-

Burgess Brown has been appointed traveling passenger agent for the Indianapolis, Decatur & Western road, with headquarters at Indianapolis. Mr. Brown was, for years, passenger agent on the Panhandle lines, and made an excellent record.

State Treasurer Hamilton, of Kansas, has been appointed general live-stock agent of the Atchinson, Topeka & Santa Fe rail-road. Mr. Hamilton's term of office as treasurer expires a year hence. In the meantime he will occupy both positions.

The annual meetings of the Terre Haute & Indianapolis and the Terre Haute & Logansport railroad companies will be held in President McKeen's office, at Terre Haute, to-day. It is understood that the St. Joe extension will be turned over to the Van-dalia by the contractors at the T., H. & L. meeting.

The trunk lines are again in a clever mood. They have got through using cars of Western roads in their local business. and are now sending them West empty by the hundreds. The Western lines are glad to get them, but this makes the practice of the trunk lines for years past in holding these cars for their local traffic none the less dishonorable.

Conductor Lamb, who is looked upon as the man responsible for the sad disaster on the fifth division of the Panhandle a few nornings ago, is almost crazed with grief. He had run a train for eighteen years, and this was his first accident. Officials of the oad looked upon him as being one of their most careful conductors, and one of the best posted on the rules of the company.

The sale of the McKeesport & Belle Vernon railroad to the Pittsburg & Lake Erie Railroad Company, reported Saturday, has been confirmed. It is generally understood that the purchase was made in the interests of the Vanderbilts, and that their ides is to extend it from its present terminus at Belle Vernon to the coke regions, and, probably, eventually, to the Virginia State

There is to be a very important meeting at Chicago, on Thursday of this week. General passenger agents of the Eastern trunk lines, of the Central Traffic Association, and of the Western and Northwestern lines, are to be present, and the long standing question of differentials is to be brought up and some definite action taken; that is, if an agreement can be reached, which is doubtful, as about one-half the roads in the territory covered have put in requests for differ-

One of the greatest snow blockades ever known on the Sierre Nevada mountains has been raised by the railroad company's forces and snow plows. The plow last evening left Blue Canyon, where it has been stalled for twenty-four hours, and proceeded towards Colfax, Cal. From Emigrant Gap the west-bound overland trains were able to follow on behind the plow to Colfax, and from the latter point the plow will return and clear the track to Cascade, which will free the snowbound train lying at Summit. Nothing will then stand in the way of the four east-bound trains now held at Coifax.

CULLINGS FROM THE COURTS.

Notes from the Dockets. The legislative act of 1877 authorizes the State to collect 3 per cent. of the gross incomes of foreign insurance companies having branches in Indiana, and several suits were filed to recover judgments by Attorney-general Michener. On Saturday Judge Howland returned judgments against the following companies: The Insurance Company of North America, \$8,634.45; Fire Association of Philadelphia, \$4,225.21; Pennsylvania Fire Company

vania Fire Company, \$2,765.34. The jury in the case of George W. Williamson against W. B. Burford for \$10,000 damages, were discharged on Saturday on account of their inability to agree upon a

verdict. Judge Howland on Saturday refused to grant Francis J. Mattler a new trial against the Citizens' Street-railway Company for \$10,000 damages. Sheriff King was granted a change of venue for the new trial in the case filed against him by the Consumers' Gas Trust. It will be taken to Hendricks

Mary H. Call has filed suit for \$500 damaged against Cynthia C. Porter and Edward Porter. She alleges that a vault on the defendant's property contaminates a well on her own.

> The Court Record. SUPERIOR COURT.

Room 1-Hon. Napoleon B. Taylor, Judge. Frank C. Cooper vs. Cleveland, Cincinnati, Chicago & St. Louis Railroad Com-pany; appeal from Johnston, J. P. Appeal dismissed for failure to prosecute. Judgment against appellant, C., C., C. & St. I Railway Company, for costs.

Chas. McIntire vs. Mary McIntire; divorce. Dismissed for failure to pay allow-

ance ordered by court. Judgment against plaintiff for costs. New Suits Filed. Edward Senior vs. Henry T. Conde; note.

Demand, \$1,000. South Side Building and Loan Associa-tion vs. Nathan W. Rector et al.; on foreclosure. Mary H. Call vs. Cynthia C. Porter et al.: damages and abatement of nuisance. De-

mand, \$500. Sarah A. Foster vs. James P. Foster: divorce. Allegation, infidelity. CIRCUIT COURT.

Hon, Livingston Howland, Judge. State ex rel. Attorney-general vs. the Insurance Company of North America. Judg-

ment against defendant by agreement for \$8,634.45. State ex. rel. Attorney-general vs. the Fire Association of Philadelphia. Judg-

ment against defendant by agreement for State ex. rel. Attorney-general vs. the Pennsylvania Fire Company. Judgment against defendant by agreement for \$2,-

Francis J. Mattler vs. Citizens' Streetrailway Company: damages. Motion for new trial overruled Consumers' Gas Trust Company vs. Isaac King. Change of venue granted to Hendricks county.

Theoretical, Not Practical.

Milwankee Evening Wisconsin. A gentleman in this city, who is greatly interested in mental philosophy, has been engaged for a long time on a book on the memory, which he will publish some day. In the middle of a chilly night, not so very long ago, when the partner of his joys and sorrows was apparently lost in sweet sleep, the memory man suddenly jumped up in bed, and exclaimed: "Drat the luck! I for-

got to fill the sitting-room stove." In scanty attire he struck out for the coal cellar, and just as he disappeared, there came from beneath the bed-covers, in a sleepy tantalizing tone: "My dear, what chapter of your book did you say you were

working on last evening?" A Betting Chaplain.

The sudden flight of Rev. Francis Byng, one of the chaplains to the Queen, and also chaplain to the House of Commons, has caused a great sensation and has been generally ascribed to a possible complicity in the West End scandals. It is now reliably stated that the flight was due to pechuiary difficulty and that Mr. Byng was in no way associated with the Cleveland-street scandai. The reverend gentleman has of late book-maker mourns his loss to an amount that is rumored to touch the thousands. The money-lenders have lost a customer from whom they were always sure of 200 per cent. No news has been received from the clerical fugitive, and the financial phase of the incident was not made known until to-night.

KEEP your blood pure and you will not have rheumatism. Hood's Sarsaparilla purifies the

blood and tones the whole system.

NEWS IN SUNDAY'S JOURNAL.

Resume of the Principal Events at Home and Abroad Published in the Issue of Jan. 5.

Four men were burned to death in Kentucky by their cabin taking fire. New York city representatives of the big cigarette firms deny the existence of a

Mrs. Hannah B. Southworth, who shot and killed Stephen Pettus, at New York, is Granville Morenus, of Cleveland, N. Y., has been elected president of the Window-

glass-workers' Association. A proposition has been made in the Virginia House of Delegates to revive whipping as a mode of punishment for petty

A valuable anthracite coal discovery is

reported at Savanne, on the Canadian Pacific railroad line, a short distance north of the Minnesota boundary. Northern detectives who went to Barnwell, S. C., to ferret out the persons con-cerned in the recent lynching, were told to

let the matter drop and leave the country. They left. At Williamsport, Pa., Mrs. Bohart frol-icked with her mother. A shotgun thrown to the floor was discharged. The load tore a hole two inches across through Mrs. Bo-

The recent fire in the opera-house at Madrid is said to have been started with the view of killing the Queen Regent and the infant Isabella during the excitement. The plot miscarried in some manner. The commissioners of Warren county, Ohio, have offered a reward of \$5,000 for the capture of the defaulting auditor of that

hart's breast.

county. Suit will be brought against the bondsmen of dishonest officials. Speaker Woods, of the West Virginia House of Representatives, is confined to his bed with Bright's disease. The Democrats and Republicans in the body over which he presides are tied, and Democratic success requires the vote of the Speaker.

[From the Second Edition of the Sunday Journal.] Politics at the Ohio Capital.

COLUMBUS, O., Jan. 4.—In the House legislative caucus of Democrats, to-day, Hysell, of Perry county, was nominated for Speaker; Robeson, of Darke, for Speaker pro tem; Fisher. of Hardin, for Clerk. In the Senate cancus Adams, of Seneca, was nominated for President pro tem.; Taylor, of Franklin, for Clerk, and Martley, of Coshocton, for Sergeant-at-arms.

The senatorial contest was in a great measure covered to-day by the legislative caucuses for the selection of officers for both branches. There are a great many disappointments, but there are fewer sore spots left than was expected, or than is ordinarily the case. The Republican mem-bers of both branches went through the formality, this evening, of naming candidates for several offices in the gift of the Legislature.

In the Democratic caucus a joint committee was appointed to decide upon the time next week for holding the Senatorial caucus. The opinion prevails that it will be held Thursday evening. The make-up of the committee shows a majority in the membership favorable to Brice for Senator, this may have something to in fixing the time for the cus. It is claimed quite generally that the caucus nominations are in the interest of Brice for Senator to the extent that his friends have been recognized. Neither Brice nor his managers, however, claim that such is the case, but the friends of the other senatorial candi-

dates admit as much. Did Not Want the Negroes Instructed. WASHINGTON, Jan. 4.—Sir Julien Pauncefote, the British Minister, has received a petition from Rev. T. M. Joiner, of Holly Springs, N. C., for redress for injuries re-ceived by himself and wife at the hands of

a mob at Holly Springs last month. He states that he is a British subject; that he and his wife were giving religious and other instructions to the negroes at Springs, which fact, says, so incensed some of his neighbors, that they broke into his house and assaulted and maltreated both himself and his wife. The crowd was masked, and many of the number were armed with guns and pistols. He says he had previously been warned to leave the place, but had refused to do so. When the mob appeared at the house they discharged a volley of bullets into the room, where he and his wife were sitting, wounding him in the left arm, above the elbow, and also in the left hand. Mrs. Joiner received three flesh wounds in the scalp, and was knocked down by one of the men with his fist. Mr. Joiner says he appealed for, redress first to the local anthorities and next to the State authorities, but received no satisfaction. He then came to Washington with his wife to lay the matter before the British Minister. The latter is now investigating the case, and expects to bring it to the attention of the Secretary of State as soon as he has received the proper evidence. Mr. Joiner has been preaching in North Caro-

lina since 1869. British Flag Hauled Down.

LONDON, Jan, 4.—The government has received intelligence of the safety of Mr. Johnston, British consul at Mozambique. who is traveling in the interior of Africa, and who is charged by Portuguese papers along the Shire river. Mr. Johnston has pacified the Karangos and subsidized Kotakota, and has, by treaty, secured Western Nyanza to the British. The Portuguese reached Katungas, where the remaining Mokololos, trusting to British protection, refused to surrender the British flags that had been presented to them. The Portuguese thereupon again searched the steamers, and compelled them to lower their ensigns. Fighting in Africa is believed to be

certain. The African Lakes Company, of Glasgow, has telegrams from its agent of the same tenor as our report, adding that the Portuguese crossed the river Puo, boarded the company's steamers and hauled down the British flag.

The claims set forth by Portugal to territory in southeast Africa include five British settlements, in the maintenance and development of which £170,000 have been expended by British traders and missionaries.

Coroner's Verdiet on the Kokomo Wreck. Special to the Indianapolis Journal

Кокомо, Ind., Jan. 4.—Coroner Turpin concluded his investigation of the recent railway disaster to-day, returning the following verdict: Having viewed the dead bodies of engineer Thomas McCulloch and fireman George Cumming, who lost their lives in a Panhandle ranway collision near the city of Kokomo, Howard county, Indiana, on the morning of Dec. 31, 1889, and having held a thorough investigation of the sad affair from all the evidence obtainable, I find that death resulted from a combination of

First—A failure on the part of conductor Lamb to examine carefully the register. Second—A mistake in operator Dawson in telling Mr. Lamb to go at 2:28; and
Third-The mistaking of a locomotive headlight for a natural gas flambeau by engineer Mc-

It was shown in evidence that all three of these mistakes, or the unfortunate combination of circumstances, caused the collision and deaths above referred to. And yet, while this was the case, there was no evidence to show criminal intent on the part of conductor Lamb or any one

The Trenton Chloroform Mystery.

TRENTON, N. J., Jan. 4.—The bold burg-lars who Miss Emma Purcell says invaded the home of Dentist Arthur S. Kniffen during his absence yesterday, chloroforming and killing Mrs. Mira Kniffen and giving Miss Pursell only enough of the narcotic to render her unconscious, have not been captured. The police do not believe the murder was committed by burglars, or that any burglars entered the house. Miss Emma Purcell, the pretty young typewriter, is practically a prisoner in the apartments of Dr. Kniffen. She has not been told she is a prisoner, nor has she been formally placed

under arrest, but the constant presence of

the officers means the same thing. One or

two of the highest officials in town look

upon the mystery as solved, although they may find it a very different matter when it comes to proving anything. All Quiet in Brazil.

NEW YORK, Jan. 4 .- On the steamer A liance, which arrived to-day from Brazil. was Walter Wright, one of the Brazilian republican leaders. He is stopping at the Gilsey House. Mr. Wright is a tall, handsome man of thirty-five. He was born in England, but has lived about all his life in Santos. He said that everything is go-

Bermuda Bottled. "You must so to Bermuda. If you do not I will not be responsible for the consequences." "But, doctor, I can afford neither the time nor the money." "Well, if that is impossible, try SCOTT'S

OF PURE NORWEGIAN COD LIVER OIL. I sometimes call it Bermuda Bot-tled, and many cases of CONSUMPTION. Bronchitis, Cough

or Severe Cold I have CURED with it; and the advantage is that the most sensitive stomach can take it. Another thing which commends it is the stimulating properties of the Hypophosphites which it contains, You will find it for sale at your Druggist's but see you get original SCOTT'S EMULSION."

upon the revolution. After a tour through this country he will return to Brazil. "I never would have left Brazil," he said, "had not all been peaceful, and in a settled condition." The Alliance left Brazil on the 11th of December, and Para twelve days

Letter Written by Assassin Booth. RICHMOND, Va., Jan. 4.—The Dispatch will publish to-morrow a letter written by J. Wilkes Booth on the day he assassinated President Lincoln. Its is said to have been publication publication is said to have been suppressed by the government in 1865. In his opening he foreshadows that terrible deed which he accomplished, when he says: "Right or wrong, God judge, not man, for be my motive good or bad, of one thing I am sure, the lasting condemnation of the North. I love peace more than life." He then discusses secession and, singularly enough, the race problem, which is now confronting the country. He says: "This country was formed for the white man, not for the black." He concludes by signing himself, "A Confederate doing duty on his himself, "A Confederate doing duty on his own responsibility."

Two Children Brutally Murdered. HAVERHILL, N. H., Jan. 4.—Stephen La Plant, a Frenchman. whose home is in Benton, has been spending a few days with his son's family at Centre Haver-hill. To-day his son accompanied by the mother of the children went to Warren, leaving La Plant and wife in charge. There were four children in the house, but the two eldest went skating. There was some dispute in regard to the children left at home, when La Plant left the room, returning with a hammer, with which he dealt the boy unmerciful and heavy blows on the skull, scattering the blood upon the ceiling and the floor. The girl, interrupting, engaged his attention, and, drawing a knife, he cut her until she fell to the floor insensible. At this point a passer-by was attracted by the noise, and LaPlant was seized while in the act of murderously assaulting his wife.

The Snow-Slide at Sierra City. SIERRA CITY, Cal., Jan. 4.- Fears are entertained that another may occur here at any moment, and the people are in a great state of anxiety. As soon as possible after the slide yesterday a number of men began the work of digging out the unfortunates who had been caught in it, and in a few hours had taken out the bodies of Mrs. Rich, her two daughters and a son; Miss Ryan, of Downieville, and Mrs. I. T. Mooney, with her daughter, Miss Ethel Langton. The two last named were still breathing when removed from the snow. but efforts at resuscitation proved unavailing. The search for others is still going on, and it is feared that more than now known may have been swept out of existence in the avalanche.

Two Negroes Shot. SPRINGFIELD, Mo., Jan. 4 .- A street fight occurred here to-day in which two men were shot and fatally wounded. John Hays. a letter-carrier, was walking down the main street of the town with his cousin, Mike Hays, when they met two negroes, named Robbins and Anderson. The Hays boys brushed past the negroes roughly, and the latter retaliated by pushing them off the sidewalk. Mike Hays then drew his revolver and fired three times at the negroes. Two of the bullets took effect, one passing through the body of the negro Robbins and the other penetrating the left side of John Hays. Both men were fatally wounded. Mike Hays was drunk at the time of the shooting. He was ar-

Judge Brewer at the Capital. Washington, Jan 4.—Judge Brewer, the newly appointed Associate Justice of the Supreme Court, called at the Department of Justice to-day, and handed in his resigna-tion as judge of the Eighth Judicial Cir-cuit, to Attorney-general Miller, to take ef-fect on the 6th inst., on which date he ex-pects to enter upon the discharge of his new duties. Subsequently Judge Brewer, with having intrigued with the natives in company with Attorney-general Miller against the Portuguese in the territory and Associate Justice Field, called at the along the Shire river. Mr. Johnston has White House and paid his respects to the President, taking occasion to thank him for the honor conferred in his appointment to the Supreme Beuch.

More "Boodle" Stories from St. Louis. St. Louis, Jan. 4.—The Post-Dispatch to-night prints a sensational expose of alleged "boodling" in the securing of the franchise of the Merchants' Terminal Company, claiming that one member of the City Council received \$2,200 cash and others stock in the company for their support of the measure. It begins to look as though the grand jury will be compelled by public epinion to make a searching inquiry into the many charges of "boodling" recently preferred against the St. Louis city legis-

Officers of the Indiana Republican Club. Special to the Indianapolis Journal-

WASHINGTON, Jan. 4.-The Indiana Republican Club elected the following officers at their meeting to-night: President, John R. Leonard, of Indianapolis; vicepresident, Capt. Frank Swigert, of Logansport; secretaries, William Bass and Frank Buckland: treasurer, Major L. P. Williams.

Receiver for a Reaper Company. SPRINGFIELD, O., Jan. 4.-Hon. J. Warren Keifer was appointed receiver of the Wm. N. Whiteley Reaper Company, one of the largest manufacturers of reapers, etc., in the world. Suits amounting to \$66,000 had been filed when this action was taken. This company lost heavily in the failure of the Fidelity National Bank of Cincinnati.

Collision on the Rock Island Road. DES MOINES, Ia., Jan. 5, 2 A. M.-Reports received here say that a serious collision occurred on the Rock Island road between Malcom and Brooklyn, in which seven or eight persons were injured, but it is thought not fatally.

Fatal Duel Between Editors, VIENNA, Jan. 4.-Two editors, named Comics and Dimitrevics, fought a duel at Nansatz, Hungary, to-day, as the result of a newspaper quarrel. Dimitrevics was

The Civil-Service Law.

The House committee on the civil service is strongly in favor of the retention of that reform measure, hence no repeal of the much-abused and grossly misunderstood law relating to that subject need be looked for from the present Congress. As has often been said in these columns, no party dare seriously attempt to lay the hand of destruction on the civil-service law. Amendment would be countenanced and approved, but repeal may as well be dismissed as entirely out of the question.

American Ship Building.

Although ship building is spoken of as one of the lost arts, so far as Americans are concerned, yet there are some pe don't think so, and keep right on building ships the same as ever. At the yards at Bangor, Me., there were eighty-three vessels built last year, and the prospect is still better for this year.

WE are astonished at parties who introduce ing on as usual in Brazil. All the natives | new remedies for coughs when they should know and citizens have sworn allegiance to the republican government. He said he had merely come to New York on a pleasure have headache, cuts and hurts like meaner men, trip, to rest after the excitement attendant | and are just as sure to call for Salvation Oil.

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SAWS EMERY WHEELS. BELTING W. B. Barry Saw & Supply Co., 132& 134 S. Penn st. All kinds of Saws repaired. FINE SHOW-CASES.

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EXPOSITION WAS SECURED BY THE REMINGTON STANDARD TYPEWRITER Which has been for



achievements of inventive skill. WYCKOFF, SEAMANS & BENEDICT,



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New Laws, new Rulings. Every soldier or soldier's widow should send to the Old Established Claim Agency of P. H. FITZGERALD and get his 12-page pamphlet on War Claims. Mailed free. No. 6812 East Market st. P.H. FITZGERALD.

RAILWAY TIME-TABLES. From Indianapolis Union Station.

East-West-South-North.

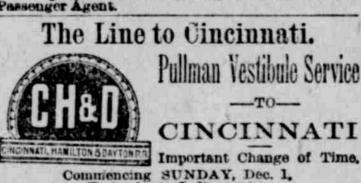
Trains run by Central Standard Time. Leave for Pittsburg, Baltimore, d 4:30 a m. Washington, Philadelphia and New d 2:55 p m. York. Arrive from the East, d 11:40am., d 12:50 pm., and d 10:20 pm.

Leave for Columbus, 9:00 am.; arrive from Columbus, 3:50 pm.; leave for Richmond, 4:00 pm.; arrive from Richmond, 9:40 am. Leave for Chicago, d 10:35 am., d 12:20 am.; arrive from Chicago, d 4:05 pm.; d 3:55 am. Leave for Louisville, d 4:00 am, 7:35 am., d 4:10 pm., 5:20 pm. Arrive from Louisville, 9:50 am., d 10:30 am., 5:50 pm., d 12:15 am. Leave for Vincennes and Cairo 7:25 am., 4:10 pm.; arrive from Vincennes and Cairo; 10:30

d, daily: other trains except Sunday. VANDALIA LINE-SHORTEST ROUTE TO ST. V LOUIS AND THE WAST.

Trains arrive and leave Indianapolis as follows:

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Trains leave Indianapoins:
4:05 a. m. [d'ly], 10:35 a. m., 2:43 p. m. [d'ly], 4:00 p. m. [d'ly], 6:35 p. m., Connersville Accommodation.

Trains arrive at Indianapolis:
9:24 a. m., 11:05 a. m. [d'ly], 7:30 p. m., 10:55 p. m.

[d'ly], 1:10 a. m. [d'ly].

Ticket office, corner Kentucky avenue and Illinois



On and after Sunday, Nov. 24, trains of this road will arrive and depart from the Indianapolis Union Station as follows: Leave, going East. *7:00 p.m. *4:00 a. m. Leave, going West.... *7:45 am *11:15 p. m., 12:05 Arrive, from Bast. *7:20 a. m. *10:40 p. m.
Arrive, from West....*6:30 p m, *3:40 a m, 2:40 p m,
10:15 a. m.
*Daily, City Ticket-Office, 42 Jackson Place.



SOCIETY MEETINGS. MASONIC-ANCIENT LANDMARKS LODGE. No. 319, F. & A. M. Stated meeting this (Monday) evening, at 7:30 o'clock, in Masonic Temple. Business of importance and work. WM. S. RICH, W. M.

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